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A. Location

The military airport at Papa lies northwest of the town at about 1.5 km. distance from the cathedral tower. (See attached sketch, No. 41). The airport is trapezoid shaped and is bounded on the northwestern side by the Papa-Győr railway line (No. 37) and on the southeastern side by the single connecting line Papa-Banhida (No. 38).

2. a. The airport can be reached from the town by two roads; one is the hard-surfaced road which leads to Vaszar. This road branches off northeast of the Papa railway station (No. 42) from the concrete road to Győr (No. 43) and, after crossing the railway line to Banihida (No. 38), runs parallel with the main line to Győr (No. 37) at about 100-120 m. distance from it. Four connecting roads lead to the airfield from this road, which as it reaches the airfield, runs closely along its northwest boundary.
- b. The second road leading to the airport (No. 34), also a hard-surfaced road, starts from the cathedral and leads along the south side of the castle park, then turns northeast and leads past the brick-works, crosses the railway connecting line from Banihida, then goes straight to the airfield.
3. The grounds of the airfield can be divided into two parts, the dividing line being the Darza River which flows through the airport. On the southwestern side of the stream are barracks and buildings belonging to the barracks. Northwest of the stream lies the airfield. The size of the airfield is : from northeast to southwest, at the widest point, about 3 km., and from the northwest to the southeast 2.5 km. The south west side, which is the shortest, is only 1 km. long. The size of the actual landing ground is about 2.5 x 1.5 km.
4. The whole airfield is surrounded by a wire fence (No. 1) consisting of reinforced concrete posts, 5 m. apart, to which is attached wire fencing 2 m. high, and above it, 3 rows of barbed wire. The airport has 5 entrances. The main traffic is through gate 2 a, which is on the road to Vaszar (No. 33) at the place where the street crosses the Darza River. Inside the gate (No. 2a), which is iron grating, stands a wooden hut where the troops keeping continuous guard at the gate are quartered. Northeast and southwest of the main entrance are two other iron-grating gates (Nos 2 b and 2 c), but these are seldom used and are kept permanently locked. At the southwest corner of the northwest fence is an entrance with a barrier across

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(No. 3) and on the southwest side is an entirely open entrance (No. 4). Both these entrances are used mainly by trucks. Inside the airfield area there are no watch towers or buildings of any kind; only the main entrance is permanently guarded. The airport guards are Russian soldiers, armed with automatic pistols.

5. The airfield is in level, open country and the town and two railway lines serve as good landmarks. The ground is not damp or marshy; so no special drainage system has been dug. The roads inside the airport are concrete and about 5.6 - 6 m. wide.
6. The width of the river Darza is 5-6 m. and the depth 1 - 1.5 m. The concrete roads inside the airport cross the stream (No. 360) in two places. The bridge in the southeast is reinforced concrete and is about 10 m. long and 6 m. wide; the second is a girder bridge, 10 m. long and 5.5 - 6 m. wide. The railway line to Győr, which runs northwest of the airport, crosses the stream over a reinforced concrete bridge 10 m. long and about 5 m. wide.

B. The Airport Buildings:

7. The barracks buildings at the airport lie scattered over the area. Most of them were destroyed in the air raids in 1944-45, but were rebuilt by the end of summer 1950. Many new buildings were also erected.
8. The Command building (No. 7) lies on the road leading from the main entrance to the airfield. It is a three-story brick building with a flat concrete roof measuring 40 x 12 m, and was rebuilt in 1949. The office of the airport command is in this building, the personnel being mainly Russian army with Hungarian liaison officers.
9. Southwest of the Command building are two barracks lying about 30 m. apart, each about 40 x 12 m. three-story, brick with flat concrete roofs; also rebuilt in 1949. There are Russian soldiers quartered in both buildings.
10. Six more barracks lie along the road running through gate 2a. These buildings (Nos. 10 - 15), which were newly built in 1949 - 50, lie three on each side of the road, about 30 - 40 m. apart; they are 40 x 12 m. three-story, brick buildings with flat concrete roofs. Russian soldiers live in the buildings Nos. 13 - 15. On the street leading from entrance No. 3 stands a two-story brick building (No. 16), 20 x 12 m. with a flat concrete roof, which was built in the autumn of 1950. The purpose of this building is not known.
11. On the northwest side of the street coming through entrance No. 4 are three iron fuel tanks sunk into the ground, each with a capacity of 45 - 50,000 liters; these are guarded by Russian army guards. Farther to the northeast, but also on the northwest side of the road, are an assembly hall and workshop (No 17) both in a single-story hangar-type building, 120 m. long, 40 m. wide, and 8 m. high, with a flat concrete roof. Here all types of airplane repair and engine assembly work is carried out.
12. There are no other buildings in the barracks area of the airport. The airport is flat and without trees. The airfield itself, which lies to the north of the river, can be reached through only one entrance (No. 2c). The radio station stands where the street leading through this entrance crosses the road leading to the northwest side of the airfield. It is a single-story brick building with flat roof, about 12 x 6 m. in size. Along the road in a southwest direction are three iron fuel tanks (No. 27 a) sunk into the earth, each with a capacity of 45 - 50,000 liters. These tanks are always guarded by Russian soldiers.
13. Northeast of the girder bridge (No. 19) over the river Darza, between the river and the road, is the parachute school, which was rebuilt in 1950 and is a two-story, brick building, 50 x 25 m, with flat concrete roof. Up to February 1950 the building was unoccupied and there was no parachute training taking place at the airport.
14. Opposite the parachute school is the canteen building (No. 22) a single-story brick building with a red tiled roof, about 35 x 12 m. in size; it contains the officers' and men's messes and the kitchen.

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15. From the canteen a road leads off to the hangar (No. 25) and the garage (No. 23). The garage is a single-story brick building with a flat concrete roof, and 20 x 10 m. in size. The hangar was built on a concrete parking place, 180 x 75 m. and the hangar itself, a large concrete building, measures 120 x 60 m. and is about 22 m. high. The hangar is divided into two parts, with a curved concrete roof. On the airfield side of the hangar are two iron siding doors, 45 x 18 m. On the northwest side of the hangar is a building (No. 25a), 25 x 10 m., which is used as an assembly shop. Northwest of the hangar there was formerly a smaller hangar (No. 26) 35 x 25 m., but this was completely destroyed by air raids during the war and in 1950 the ruins were cleared away and the ground was laid with concrete. No new building has been erected in its place.

C. Runways:

16. On the airfield, which is completely covered with grass, there are now three runways. Before the war there was only one runway and that was damaged in an air raid. The building of the new runways was started in April 1949 and was finished by September 1950.
17. The first runway (No. 29), which was there before the war, lies 200 m. from the concrete parking place surrounding the hangar, parallel with it, i.e. in a northwest - southeast direction. It is about 1 km. long and 45 m. wide. The two new runways lie northeast of the first. The middle one (No. 30) lies in a NNW-SSE direction, is 1.5 km. long and 45 m. wide. The third runway (No. 31) is the longest, about 2 km., and is 45 m. wide. It lies in a NW-SE direction and the northern end is 400 - 450 m. distance from the dairy farm (No. 32).
18. The runways are 1 m. thick: underneath is a 0.5 m. layer of gravel, above that a 0.3 m. layer of slag, and on top are 20-25 cm. thick blocks of concrete, each 15 x 15 cm.

D. Aircraft and Personnel:

19. In Feb. 1951 there were 80 - 100 single-engine fighter planes and 15 - 20 trainer biplanes at the airport. The fighter planes have blunt noses and short wings with rounded ends. Most of the planes are kept in the open, in the space between the concrete parking place and the shortest runway (No. 29). All the planes bear markings and the airport is under Russian command.
20. Besides Russian soldiers stationed at the field, since autumn 1950 there have been in the barracks Hungarian flying recruits, numbering 400, being trained by the Russians.

E. Key to Sketch:

1. Wire fence
- 2., a, b, and c Iron grating gates
3. Entrance with barrier
4. Open entrance
5. Concrete roads inside the airport.
6. Guard hut
7. Command building
- 8-15. Barracks
16. Administration building
17. Repair shop
18. Concrete bridge
19. Girder bridge
20. Concrete bridge
21. Parachute jumping school
22. Canteen
23. Garage
24. Concrete parking place
25. Hangar
26. Site of smaller hangar, now demolished
27. a & b: Fuel storage tanks.
28. Radio station

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- 29,30, & 31: Runways
- 32. Dairy farm
- 33. Hard-surfaced roads to Vaszar
- 34. " " " " the airport
- 35. Brick works
- 36. River Darza
- 37. Single track main line to Györ
- 38. " " connecting line to Banhida
- 39. Castle park
- 40. Castle
- 41. Church
- 42. Railway station
- 43. Concrete road to Györ
- 44. Single-track railway line to Szombathely.

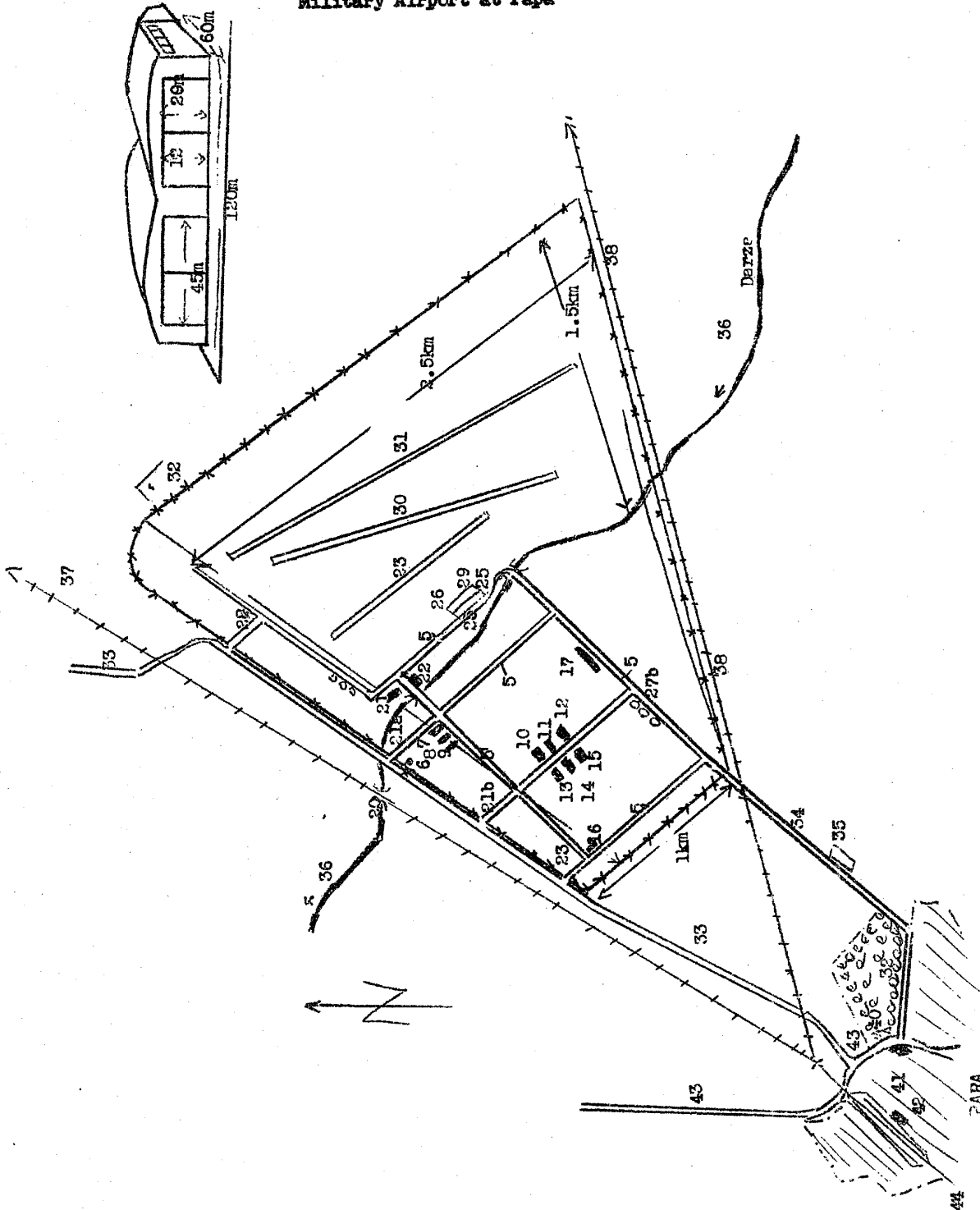
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ATTACHMENT

Military Airport at Papa



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